

CHILE'S CANDIDACY TO ICAO COUNCIL - PART III - (2022-2025)

AIDE-MEMOIRE

To Chile, the international multilateral system is the cornerstone for peace, international security, stability and development of States. In the civil aviation field, Chile subscribed the Convention on International Civil Aviation on December 7, 1944 and took part in the first ICAO Council. Since then, our country has served as a member of the Council on various occasions, and has promoted ICAO's mission, objectives and principles by adopting its Standards and Recommended Practices (SARPs). It has also joined ICAO's activities, supported its initiatives and ratified the most relevant international treaties on air transportation at a global level.

Air Navigation Services in the South Pacific

Chile provides air navigation services for transoceanic flights over the South Pacific, supported by satellite technology for pilot and air traffic control communications as well as for automated tracking of aircraft positions. Since 2014, a positive aircraft control has been exerted over aircrafts flying across the Oceanic Control Area within the Flight Information Regions under Chile's responsibility, allowing the provision of air traffic control services with all its benefits for operational safety.

At present, in line with ICAO's objectives and strategic plans, our country has made significant investments in the acquisition of new oceanic/remote air traffic management capabilities to implement the Performance-Based Communication and Surveillance (PBCS) concept. This technology will support the operation of the new CNS/ATM systems, strengthen both harmonization and operational safety, and promote a seamless airspace between South America and Oceania.

Consistent with ICAO's initiative, Chile is at the forefront among South-American States on the implementation of Performance-Based Navigation (PBN). This has allowed Chile to lead the provision of said services, both in regional airspace and on routes connecting South America, Oceania and Asia, thus contributing to the fulfillment of ICAO's strategic objectives.

Results obtained by USOAP and USAP audits

Furthermore, Chile has made great achievements in the implementation of the ICAO Standards and Recommended Practices (SARPs), as assessed by the Universal Safety Oversight Audit Programme (USOAP-CMA) and the Universal Security Audit Programme (USAP-CMA). Those results have placed Chile among the best rated countries in the world.

Climate Change and international air transport

Chile is committed to climate action by implementing operational measures to reduce emissions. Accordingly, it has endorsed all efforts deployed by ICAO and its Member State to fight climate change. In this regard, Chile supported from the beginning the development of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). In addition, the country has submitted Chile's Action Plan to Reduce Greenhouse Gas Emissions from International Civil Aviation.

In 2017, Chile joined ICAO's Committee on Aviation Environmental Protection (CAEP) as an observer, and became a member thereof in 2019.

Chile designed its own system to timely implement CORSIA and monitor CO2 emissions produced by national operators.

Each Chilean operator individually submits its international flight data to an online platform, including their CO2 emissions, fuel consumption, flight times and takeoff/arrival times, which have enabled up-to-date, thorough on-line emission information, with due respect for business confidentiality.

Additionally, Chile is a leading country in renewable energy generation. Hence, it has recently launched a strategy to boost Green Hydrogen's generation in its territory, in line with the industry's efforts to enable hydrogen-powered aircrafts in the near future, as well as airport infrastructure to support it. Indeed, in October 2021, the Government, jointly with the country's largest airport operator, announced a plan to handle and supply hydrogen-powered aircraft as from 2030.

Chile strongly supports the use of sustainable aviation fuels (SAF) in air transportation, including Green Hydrogen and its derivatives, to face climate change challenges. At the same time, the country has devised an efficient mechanism to monitor, report and verify air operators' emissions in cooperation with the industry, thus contributing to materialize CORSIA objectives.

Commercial Aviation in Chile

Chile stands out for having held an open skies policy for over forty years, which is characterized by free market access, on equal conditions for both national and foreign operators, thus facilitating foreign investment and international connectivity. As a result of such policy, air transportation grew by 10% a year in the decade prior to the pandemic, reaching an average of 1.48 travels per inhabitant per year, the highest in Latin America. Today, Chile has a sound air market with strong competition and accessible fares, and a wide connectivity with the rest of the world, based on existing air service agreements concluded with over eighty States. Currently, Chile offers cabotage to foreign operators unilaterally and without reciprocity.

Within this policy framework, Chile has advocated on air transport liberalization and promoted ICAO's long-term vision, as a regular participant in ICAN events, and contributed to the outset of important multilateral initiatives, such as MALIAT and the LACAC Open Skies Agreement, inter alia. It has promoted multilateralism and liberalization by playing an active role as member of ICAO's ATRP and, within APEC, has fostered openness of air services among member Economies.

Moreover, Chile has supported international air transport facilitation within ICAO in its capacity as member of the ICAO/LACAC Aviation Security and Facilitation Regional Group. At the recent ICAO High-Level Conference on COVID-19, Chile, in several Working Papers, resolutely stood in favor of strengthening Facilitation, in view of the evolution and complexity of air transportation at a global scale, particularly after the pandemic impact, in order for the industry and the air sector in general to recover. This line of action will become one of Chile's commitments as a Council member of the Organization.

Airport infrastructure

In 1996 Chile adopted a concession-based airport infrastructure development policy which incorporated the private sector to airport construction and operation, following a reliable and successful business model which has allowed for the expansion and modernization of domestic airport network, improving service quality for passengers and airlines.

About US\$ 900 million were invested to modernize the main Chilean airport, which involved building a new Passenger International Terminal of about 249,500 m² and remodeling and enlarging the existing Terminal, which will be used for domestic traffic only. Upon its launching, the airport's capacity will increase from 16 to 30 million passengers a year.

Aeronautical system's resilience during the pandemic

A number of exceptional measures and basic protocols were adopted at Chile's airports and aerodromes during the COVID-19 pandemic to support the Aeronautical System resilience, aimed at reducing the health risk in cargo and passenger services for the public in general and the aviation personnel, strengthening passenger confidence and securing supplies chain. All of these measures were strictly aligned with the guidelines proposed by ICAO's Council Aviation Recovery Task Force (CART) and the World Health Organization (WHO), which led to effectively facing this health crisis.

All the aforesaid measures were adopted in coordination with all concerned national authorities and in close regional and multilateral cooperation, which resulted in airports continuing to be operational to receive Chilean nationals from abroad and to afford for the return of foreign citizens to their countries. It also allowed for timely coordination and delivery of medical supplies and vaccines to States having requested them, like Paraguay and Peru.

In brief, the Chilean aeronautical system's resilience is a strategic connectivity element contributing to the development and well-being of its citizens in times of pandemic.